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Applicant : Rodney S. Daughtrey
Serial No. : 09/704,218
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Title : GRAPHICAL USER INTERFACE FOR TRAVEL PLANNING SYSTEM

Art Unit : 2127
Examiner : Nguyen, A.

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APPEAL BRIEF ON BEHALF OF RODNEY S. DAUGHTREY

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(i.) Real Party In Interest

The real party in interest in the above application is ITA Software, Inc.

(ii.) Related Appeals and Interferences

The appellant is not aware of any appeals or interferences related to the above-identified patent application.

(iii.) Status of Claims

This is an appeal from the decision of the Primary Examiner in an Office Action dated December 2, 2004, finally rejecting claims 1-26 and 31-43, all of the claims of the above application. Claims 27-30 were canceled. The claims have been twice rejected. Claims 1-26 and 31-43 are the subject of this appeal.

(iv.) Status of Amendments

Appellant filed a Reply to the Final Action on May 19, 2005. All amendments have been entered. Appellant filed a Notice of Appeal on **May 19, 2005**.

(v.) Summary of Claimed Subject Matter

Background

The invention relates to a graphical user interface for a travel planning system.

Travel planning systems search for itineraries that meet a set of criteria submitted, for example, by a potential traveler. The systems produce itineraries and prices by selecting suitable trips or flights from a database of travel carriers, geographic scheduling, and pricing information. Travel planning systems may be computer programs that automate part of the process of identifying the itineraries. Travel planning systems may display a single list of possible travel itineraries. Travelers may have difficulty comparing, discriminating, focusing or assimilating some of the details that are presented in the list. [Specification page 1, lines 3-12]

Appellant's Invention

Claim 1

One aspect of Appellant's invention is set out in claim 1, as a user interface for presenting travel itineraries to a user.

Inventive features of Claim 1 include an itinerary region for displaying segments of travel itineraries, "Referring to FIG. 3, a web page 70 for displaying travel and pricing information includes an itinerary region 72 that displays different itinerary choices ***" [Specification page 5, lines 7-8] each travel itinerary having a corresponding value for a first travel criterion, the travel itineraries being grouped into a first set of categories based on the values of the first travel criterion. "The itinerary region displays a separate itinerary 72a in each row of the itinerary region 72. Each itinerary is displayed along with corresponding values for a series of travel criterion that a user might use to identify a preferred itinerary. For example, each itinerary is displayed along with a cost of travel 76a, an airline carrier that provides the flights 76b, destination and arrival airports 76c, the number of stops on the itinerary 76d, the travel date 76e and time 76f, the duration of each segment of the flight 76g, and the class of travel 76h." [Specification page 5, lines 11-16]

Claim 1 also includes the inventive feature of a filter region including a plurality of cells, each cell associated with one of the first set of categories of travel itineraries, with selecting of one of the plurality of cells in the filter region, causing the itinerary region to display only travel itineraries in the one of the first set of categories associated with the selected cell in the filter region. "Referring to FIG. 3, a web page 70 *** includes *** a filter region 74 for selecting the itinerary choices that are to be displayed in the itinerary region 72. The itinerary region 72 and the filter region 74 may be different HTML frames of the web page 70. [Specification page 5, lines 7-11]

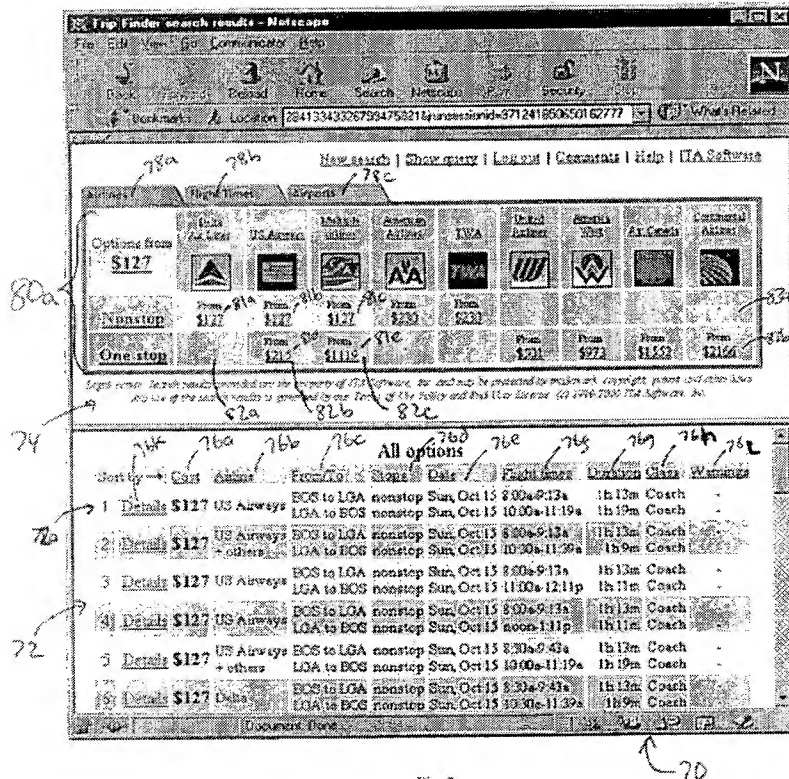


Fig. 3

Claim 1 also includes the inventive feature of an indicator applied to any first segment of any itinerary that has a location of arrival for the first segment that is different from a location of departure for the next segment of the itinerary to indicate to the user that the itinerary has different locations of arrival and departure for the first and the next segments. A representation of this feature of the graphical user interface according to the invention of claim 1 is depicted in FIG. 7. "The region 74 brings the user's attention to the discontinuity in itinerary 120 by, for example, emphasizing the airports LGA, JFK associated with the discontinuity. The server 12 is programmed to detect such discontinuities and may be configured to emphasize the airports LGA, JFK using italics, font size, font type, bold face font, print color, background color and so forth. For example, the airports LGA, JFK associated with the discontinuity may be emphasized by displaying them in red typeface while the rest of the display is displayed in normal black typeface." [Specification page 9, lines 7-12]

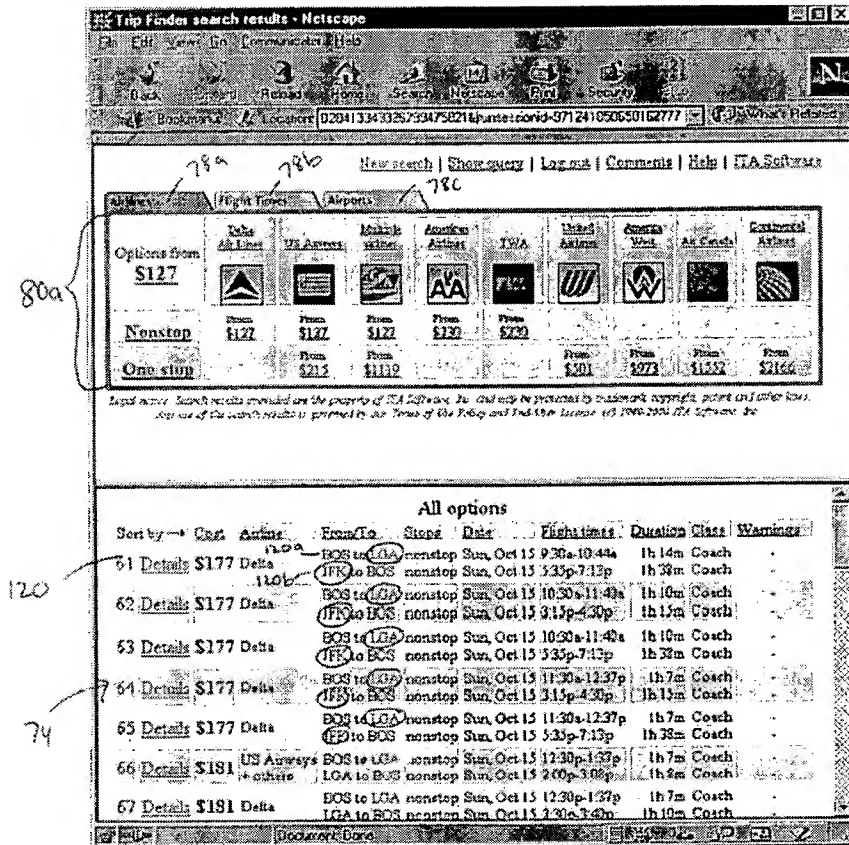


Fig. 7

Claim 12

Claim 12 is directed to an article comprising a machine-readable medium that stores machine-executable instructions for generating a user interface. "The graphical user interface 40 may, for example, include a series of web pages presented to the user on the web browser 36. Server computer 12 has a processor 13 for executing computer programs stored within storage subsystem 14. Storage subsystem 14 may include a memory, hard disk, cdrom disk, or a floppy disk. The computer programs include a web server 17 for sending web pages and receiving requests from the network 22." [Specification page 3, line 28 to page 4 line 3]

Claim 12 includes instructions operable to cause a machine to generate a user interface comprising an itinerary region, a filter region, and an indicator. These features are analogous to those of claim 1 and are similarly supported.

Claim 23

Claim 23 is directed to a user interface.

Inventive features include a first region to display a first segment of an itinerary including a location of departure and a location of arrival for the first segment and a second region to display the next segment of the itinerary including a location of departure and a location of arrival for the next segment with the location of arrival for the first segment being different from the location of departure for the next segment and at least one of the first region and the second region is emphasized to indicate to the user that the itinerary has a different location of arrival for the first segment from the location of departure for the next segment. These features of claim 23 are generally supported on the same basis as the feature of the indicator in claim 1.

Claim 25

Claim 25 is an article comprising a machine-readable medium which stores machine-executable instructions for generating a user interface. This feature of claim 23 is supported on generally for the same reasons as the machine readable medium feature of claim 12.

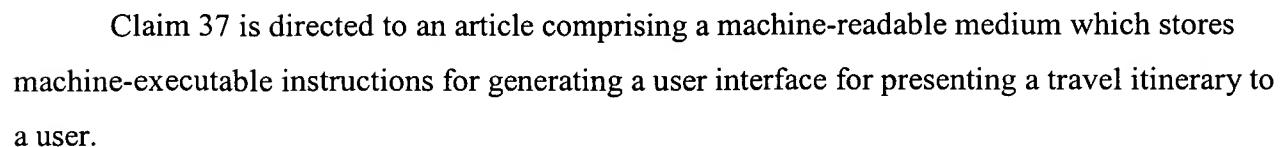
Inventive features include a first region to display a first segment of the itinerary ***, a second region to display the next segment of the itinerary ***, and an indicator to indicate that the location of arrival for the first segment is different from the location of departure for the next segment. These features of claim 25 are supported generally for similar reasons as the indicator feature in claim 1.

Claim 31

Claim 31 is directed to a user interface for presenting an itinerary to a user. Several of Appellant's FIGS. 2-5 and 7, 8 show a user interface.

The inventive features include a display of a segment of the itinerary including a location of departure and a location of arrival for the first segment or a layover of the itinerary including the duration of the layover and an alert associated with the first segment or layover, wherein the alert is emphasized to bring it to the attention of the user. "The web page 130 of FIG. 8 also

1.



Inventive features includes instructions operable to cause a machine to generate a user interface including a display of a segment of the itinerary including a location of departure and a location of arrival for the first segment or a layover of the itinerary including the duration of the layover and an alert associated with the first segment or layover, wherein the alert is emphasized to bring it to the attention of the user. These features of claim 37 are generally supported on the same basis as the feature of the indictor in claim 31.

(vi.) Grounds of Rejection to be Reviewed on Appeal

(1) Claims 1-26, 31-34, 36-40, and 42-43 stand rejected under 35 U.S.C. 103(a) as being unpatentable over Iyengar et al ("Iyengar") U.S. Pat. No. 6,360,205 in view of Garland (U.S. Pat. No. 6,252,596).

(2) Claims 35 and 41 stand rejected under 35 U.S.C. 103(a) as being unpatentable over Iyengar in view of Dettelbach et al. ("Dettelbach") U.S. Pat. No. 5,253,166.

(vii.) Argument

Obviousness

"It is well established that the burden is on the PTO to establish a prima facie showing of obviousness, *In re Fritsch*, 972 F.2d 1260, 23 U.S.P.Q.2d 1780 (C.C.P.A., 1972)."

"It is well established that there must be some logical reason apparent from the evidence or record to justify combination or modification of references. *In re Regal*, 526 F.2d 1399 188, U.S.P.Q.2d 136 (C.C.P.A. 1975). In addition, even if all of the elements of claims are disclosed in various prior art references, the claimed invention taken as a whole cannot be said to be obvious without some reason given in the prior art why one of ordinary skill in the art would have been prompted to combine the teachings of the references to arrive at the claimed invention. *Id.* Even if the cited references show the various elements suggested by the Examiner in order to support a conclusion that it would have been obvious to combine the cited references, the references must either expressly or impliedly suggest the claimed combination or the Examiner must present a convincing line of reasoning as to why one skilled in the art would have found the

claimed invention obvious in light of the teachings of the references. *Ex Parte Clapp*, 227 U.S.P.Q.2d 972, 973 (Board. Pat. App. & Inf. 985)."

"The mere fact that the prior art could be so modified would not have made the modification obvious unless the prior art suggested the desirability of the modification." *In re Gordon*, 221 U.S.P.Q. 1125, 1127 (Fed. Cir. 1984).

Although the Commissioner suggests that [the structure in the primary prior art reference] could readily be modified to form the [claimed] structure, "[t]he mere fact that the prior art could be so modified would not have made the modification obvious unless the prior art suggested the desirability of the modification." *In re Laskowski*, 10 U.S.P.Q. 2d 1397, 1398 (Fed. Cir. 1989).

"The claimed invention must be considered as a whole, and the question is whether there is something in the prior art as a whole to suggest the desirability, and thus the obviousness, of making the combination." *Lindemann Maschinenfabrik GMBH v. American Hoist & Derrick*, 221 U.S.P.Q. 481, 488 (Fed. Cir. 1984).

Obviousness cannot be established by combining the teachings of the prior art to produce the claimed invention, absent some teaching or suggestion supporting the combination. Under Section 103, teachings of references can be combined only if there is some suggestion or incentive to do so. *ACS Hospital Systems, Inc. v. Montefiore Hospital*, 221 U.S.P.Q. 929, 933 (Fed. Cir. 1984) (emphasis in original, footnotes omitted).

"The critical inquiry is whether 'there is something in the prior art as a whole to suggest the desirability, and thus the obviousness, of making the combination.'" *Fromson v. Advance Offset Plate, Inc.*, 225 U.S.P.Q. 26, 31 (Fed. Cir. 1985).

(1) Claims 1-26, 31-34, 36-40, and 42-43 are allowable over Iyengar in view of Garland.

Claims 1, 5, 6, 8-11; 12, 16, 17, 19-22

For the purpose of this appeal only, claims 1, 5, 6, 8-11; 12, 16, 17, 19-22 will be argued as a group. Claim 1 is representative of this group of claims.

Claim 1 calls for a user interface for presenting travel itineraries to a user, an itinerary region for displaying segments of travel itineraries, *** the travel itineraries being grouped into a first set of categories based on the values of the first travel criterion and a filter region including a plurality of cells, each cell associated with one of the first set of categories of travel itineraries, with selecting of one of the plurality of cells in the filter region, causing the itinerary region to display only travel itineraries in the one of the first set of categories associated with the selected cell in the filter region. Claim 1 also includes an indicator applied to any first segment of any itinerary that has a location of arrival for the first segment that is different from a location of departure for the next segment of the itinerary ***. None of these features are suggested by the combination of Iyengar and Garland.

The examiner's characterizes Iyengar as teaching "an itinerary region *** (FIG. 10, col. 11, line 27-30)." Iyengar describes (col. 11, line 27-30):

When the searches are complete or the timeout is reached, a number of itineraries are shown to the member in step 424. An example of search results is shown in FIG. 10. The itineraries are sorted according to the predetermined criteria selected in step 412 (see FIG. 7). Each itinerary allows the member to find out more information about the airline or book the reservation. Additionally there is a link to web specials on the server machine 100 and any "web-only" deals associated with the target machine 108.

While, Appellant concedes that FIG. 10 shows itineraries, neither in FIG. 10, nor the text at Col. 11, nor elsewhere in Iyengar, does Iyengar suggest travel itineraries grouped into a first set of categories based on the values of the first travel criterion. Rather, Iyengar merely sorts (See col. 11, line 29) travel itineraries according to a predetermined criteria. The predetermined criteria is selected in step 412 of FIG. 7. However, step 412 is nothing more than a user profile, and FIG. 7 is an interface depicting user preferences. Therefore, Iyengar does not group travel itineraries into a first set of categories based on the values of the first travel criterion.

The examiner also contends that Iyengar shows "a filter region *** (FIG. 8, Col 11, lines 13-15)." At Col. 11 lines 7-18, Iyengar describes FIG. 8 as follows:

Members are presented a flight query form in step 416. An example query form is shown in FIG. 8. Information from the account profile may be used to prepopulate this form. For example, if in step 412 (see FIG. 7) the member specified Denver as a home airport, Denver is automatically presented as the departing city in step 416 (see FIG. 8). In the flight query form, the member enters the airlines to

search, departure and arriving city, times and dates of travel, number of passengers, seating class, search criteria, and search timeout. The search timeout allows the member to specify how long she is willing to wait for each target machine to respond.

Fig. 8 of Iyengar is a query form, not a filter region, as is used in Appellant's claim 1. The query form is used in Iyengar to conduct a search (see Col. 11 lines 18-22). Itineraries do not exist until the query, as specified in the query form of Fig. 8 is executed. Inherently therefore, the query form depicted in Fig. 8 cannot possess the features recited in claim 1. Moreover, the query form depicted in Fig. 8 does not suggest a filter where selecting of one of cells causes the itinerary region to display only travel itineraries in the set of categories associated with the selected cell. Fig. 8 does not show cells and does not show cells where selecting one of the cells changes the itinerary region. Thus, as a non limiting example, in Applicant's FIG. 6 selecting \$376 causes itineraries priced at \$376 to be displayed in the itinerary region. Iyengar does not teach such a structure.

The examiner concedes that Iyengar does not teach an indicator. The examiner incorrectly contends that Iyengar teaches: "a first segment of an itinerary that has a location of arrival for the first segment that is different from a location of departure for the next segment of the itinerary." (Office Action page 3) The examiner relies on Fig. 10 for this teaching.

Fig. 10 does not show itineraries with multiple segments. Fig. 10 merely shows sorted itineraries. However, all of the itineraries depicted in Fig. 10 have only a single segment. Inherently, Fig. 10 in Iyengar does not address the situation of a discontinuity, since Fig. 10 does not show "a first segment of an itinerary that has a location of arrival for the first segment that is different from a location of departure for the next segment of the itinerary," as generally recited in claim 1. Iyengar in Fig. 24 shows itineraries that are round trips. However, the round trips depicted in Iyengar do not have discontinuities in travel, i.e., the arrival airport for the outbound flight is the same as the departure airport for the return flight. Iyengar therefore does not appreciate the problem of discontinuities in travel locations, and thus fails to motivate one of ordinary skill in the art to apply an indicator to apprise the user of a discontinuity in arrival and departure.

The combination of Iyengar and Garland also does not suggest the indicator feature. While, Garland teaches highlighting of "command entries," Garland does not suggest nor

appreciate the problem addressed by Appellant. Therefore, Garland does not cure any of the deficiencies found in Iyengar. Garland's teachings therefore are insufficient to suggest to one of skill in the art, to modify Iyengar to add an indicator to any first segment of any itinerary that has a location of arrival that is different from a location of departure for the next segment of the itinerary to indicate to the user that the itinerary has different locations of arrival and departure.

Appellant also contends that there is no motivation to support the combination either found in the references, the prior art or in the examiner's reasoning. The examiner apparently concedes that the references themselves do not suggest the desirability of the combination. The examiner proffers a motivation that the suggestion to combine is: "... because it allows the user to customize the display presentation to emphasize information to the user in an optimally ergonomic way while minimizing eye strain, tension, and headaches (col. 1, lines 32-34, col. 10 lines 54-55, lines 56-57). Additionally, highlighting the display presentation to alert the user can be done in a pleasant or agitating way by varying the attributes accordingly."

Appellant recognized that in travel planning it would be desirable to point out to users, potential travel-related issues involving different segments of an itinerary. Neither Iyengar nor Garland addressed this need. The examiner reasoning is insufficient to properly motivate one to address this need, and hence fails to suggest a proper motivation to support the combination of these references. The examiner's purported motivation is of no import for several reasons. For instance, neither Iyengar nor Garland suggests different points of arrival and departure in subsequent passenger requested travel segments. For example, as described by Appellant, a round trip between New York and Los Angeles could have a passenger depart from LGA (LaGuardia) arrive in Los Angeles (LAX), and subsequently on the return trip, depart from LAX but arrive in New York at JFK, rather than LGA, which could present a travel issue for the passenger.

In addition, claim 1 does not recite that the user customizes the interface. Rather, in claim 1, the user interface presents travel information to the user. Allowing the user to "customize the display presentation to emphasize information" does not provide the claimed indicator. The indicator is not an issue of user customization. Rather, the claimed indicator displays a processing result that may indicate a problem with a set of flight segments. Moreover, in Claim 1, the indicator assists or warns the user of a potential travel-related issue with an

itinerary. Allowing the user to apply the indicator, as the examiner urges, presupposes that the user already recognizes the issue with the itinerary. If the user already recognizes the issue with the itinerary, it would seem that there would be no need to highlight the issue. Rather, the problem is that the user may not always recognize the issue with the itinerary. Accordingly, neither the references nor the examiner's proffered reasoning is sufficient to suggest to one of ordinary skill in the art to modify Iyengar to provide the claimed indicator.

Claims 2 and 13

For the purpose of this appeal only, claims 2 and 13 will be argued as a group. Claim 2 is representative of this group of claims.

Claim 2 is distinguished over the combination of references. Claim 2 recites features that each travel itinerary has a corresponding value for a second different travel criterion, the travel itineraries being grouped into the first set of categories based also on the value of the second different travel criterion The examiner equates this feature with the itinerary display in Fig. 10 of Iyengar. Fig. 10 does not show any grouping of travel itineraries being into categories based on values of different travel criterion. Fig. 10 does not suggest cells arranged in rows and columns, with cells associated with the first set of categories having the same value for the first travel criterion being positioned in the same row and cells associated with the first set of categories having the same value for the second travel criterion being positioned in the same column, as also recited in claim 2.

Claims 3 and 14

For the purpose of this appeal only, claims 3 and 14 will be argued as a group. Claim 3 is representative of this group of claims.

Claim 3 defines the filter region as including a plurality of tabs that operate to allow the user to filter the display of the plurality of cells by selecting a tab. The examiner contends that Iyengar Fig. 23 and Col. 17, lines 34-36 teach this feature. Claim 3 depends from claim 1 and operates on the filter region element in claim 1. In claim 1, the cells of the filter region are associated with the sets of categories of travel itineraries, with selecting of the cells causing a change in the display of the travel itineraries.

Fig. 23 and the associated discussion in Iyengar, deal with a planning screen, e.g., a query screen. At this juncture, there are no itineraries for the filter region to operate on. Moreover, Fig. 23 does not have a filter region. Rather, Fig. 23 merely has data entry fields for defining a query. Data entered in one of the fields does not change data in the other fields. In particular, Iyengar's Fig. 3 does not suggest that selecting of the cells causes a change in the display of the travel itineraries.

Claims 4, 7, 15 and 18

For the purpose of this appeal only, claims 4, 7, 15 and 18 will be argued as a group. Claim 4 is representative of this group of claims.

Claim 4 distinguishes since the combination of references do not suggest to apply the indicator whether as italic, font size, font type, bold face font, print color, or background color, to the text representing the airports. Claim 7 further distinguishes, since the references do not suggest that the indicator is applied to the airports associated with the segments.

Claims 23-26

For the purpose of this appeal only, claims 23-26 will be argued as a group. Claim 23 is representative of this group of claims.

Claim 23 distinguishes over the references, since the references neither describe nor suggest that *** the location of arrival for the first segment is different from the location of departure for the next segment, and at least one of the first region and the second region is emphasized to indicate to the user that the itinerary has a different location of arrival for the first segment from the location of departure for the next segment.

The examiner contends that:

As per claim 23-24, Iyengar teaches a user interface comprising: a first region display a first segment of an itinerary including a location of departure and a location of arrival for the first segment (FIG. 10; col. 11, lines 27-30; Itinerary Delta Air Lines; Departure for the first segment (Delta 1 197): Denver, CO; Arrival for the first segment (Delta 1 197): Los Angeles, CA;); and a second region to display the next segment of the itinerary including a location of departure and a location of arrival for the next segment with the location of arrival for the first segment being different from the location of departure for the next segment (FIG 10; col. 11, lines 27-30; Itinerary Delta Air Lines; Departure for the next segment (Delta 1549): Denver, Co; Arrival for the next segment: Los Angeles; Arrival for the first segment

**(Delta 1 197): Los Angeles, CA is different from the departure for the next segment
(Delta 1549): Denver, CO).**

**Iyengar does not disclose at least one of the first region and the second
region is emphasized to indicate to the user that the itinerary has a different location
of arrival for the first segment from the location of departure for the next segment.**

The examiner confuses locations of arrival and departure (e.g., airports or cities) with flights. The language of claim 23 is explicitly clear. Claim 23 recites *** a first segment of an itinerary including a location of departure and a location of arrival *** and a second region to display the next segment of the itinerary including a location of departure and a location of arrival. Locations are not the same as nor do they suggest flights. Claim 23 also explicitly recites that the location of arrival for the first segment is different from the location of departure for the next segment.

However, different flights, as depicted in Iyengar do not suggest different locations of arrival and departure. In Fig. 10, all departures are from Denver and all arrivals are from Los Angeles. Iyengar, in Fig. 10, fails to suggest that the location of arrival for the first segment is different than the location of departure for the next segment. Again, while Fig. 24 in Iyengar depicts round trip segments, it too fails to suggest or appreciate the problems that can arise with discontinuities in itineraries. Accordingly, Iyengar combined with Garland cannot form any basis for emphasizing to the user that “the itinerary has a different location of arrival for the first segment from the location of departure for the next segment.”

Claims 31-34, 36-40, 42 and 43

For the purpose of this appeal only, claims 31-34, 36-40, 42 and 43 will be argued as a group. Claim 31 is representative of this group of claims.

Claim 31 features a user interface for presenting an itinerary to a user. Included in the user interface is a display of a segment of the itinerary including a location of departure and a location of arrival for the first segment or a layover of the itinerary including the duration of the layover and an alert associated with the first segment or layover, wherein the alert is emphasized to bring it to the attention of the user.

The references do not suggest an alert associated with the first segment nor that the alert is emphasized to bring it to the attention of the user. The references also do not suggest a display of a segment including a layover of the itinerary including the duration of the layover.

The examiner did not provide any specific basis to reject claim 31, rather stating that claim 31 was similar in scope to claim 24, and thus rejected for a similar rationale.

While, claim 24 relates to emphasizing segments when the locations of arrival and departure are different, claim 31 on the other hand is directed to a different concept. Claim 31 is directed to a display of a segment of the itinerary including a location of departure and a location of arrival for the first segment or a layover of the itinerary including the duration of the layover and an alert associated with the first segment or layover. While claim 24, and its base claim 23, deals with discontinuities in locations of arrival and departure, claim 31, in contrast, deals with other types of warnings, such as those occasioned by excessive layover durations or acceptable layover durations. None of these features are taught by the references and since the examiner chose not to address them, Appellant contends that the claims are allowable.

**(2) Claims 35 and 41 are allowable over Iyengar
in view of Dettelbach**

Claims 35 and 41

For the purposes of this appeal only, claims 35 and 41 may be treated as standing or falling together. Claim 35 is representative of this group.

Claim 35 limits the user interface of claim 34 to an alert based on a short duration layover and a long duration layover. The references do not suggest ... a layover... . Moreover, the references fail to suggest that the alert is selected from a group that includes notification of a short duration layover and a long duration layover. Dettelbach et al., does not teach an alert for a short duration layover or a long duration layover.

Fig. 3 in Dettelbach et al., depict data from an airline computer reservation system. Fig. 3 does not depict a layover duration. Fig. 3 shows itineraries with flights with layovers. However, no specific layover duration is depicted in Fig. 3. In Col. 8, lines 25-30, Dettelbach et al. mention "City Pair" and discusses layovers. However, that discussion in Dettelbach et al. is part of a discussion dealing with determining whether two flights can be considered connecting flights, not as part of a determination of what to depict on a graphical user interface. Dettelbach fails to cure the deficiencies in the base reference and fails to offer any suggestion to combine the teachings of the references to depict a layover duration and warn travelers of the excessive

Applicant : Rodney S. Daughtrey
Serial No. : 09/704,218
Filed : November 1, 2000
Page : 17 of 25

Attorney's Docket No.: 09765-023001

duration. In fact, Dettelbach et al. teaches away from that concept since Dettelbach et al. would forego making two flights connecting flights if the duration exceeds a three hour value.

Conclusion

Appellant submits, therefore, that Claims 1-30 and 32 are allowable over the cited art. Therefore, the Examiner erred in rejecting Appellant's claims and should be reversed.

Respectfully submitted,

Date: _____

10/14/01

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Appendix of Claims

1. A user interface for presenting travel itineraries to a user comprising:
an itinerary region for displaying segments of travel itineraries, each travel itinerary having a corresponding value for a first travel criterion, the travel itineraries being grouped into a first set of categories based on the values of the first travel criterion; and
a filter region including a plurality of cells, each cell associated with one of the first set of categories of travel itineraries, with selecting of one of the plurality of cells in the filter region, causing the itinerary region to display only travel itineraries in the one of the first set of categories associated with the selected cell in the filter region; and
an indicator applied to any first segment of any itinerary that has a location of arrival for the first segment that is different from a location of departure for the next segment of the itinerary to indicate to the user that the itinerary has different locations of arrival and departure for the first and the next segments.
2. The user interface of claim 1 wherein each travel itinerary has a corresponding value for a second different travel criterion, the travel itineraries being grouped into the first set of categories based also on the value of the second different travel criterion and the cells are arranged in rows and columns, with cells associated with the first set of categories having the same value for the first travel criterion being positioned in the same row and cells associated with the first set of categories having the same value for the second travel criterion being positioned in the same column.
3. The user interface of claim 1 wherein the filter region further includes a plurality of tabs; and the user causes the filter region to display the plurality of cells associated with the first set of categories based on the first criterion by selecting a tab.
4. The user interface of claim 1 wherein the indicator is at least one of italic, font size, font type, bold face font, print color, or background color applied to the text representing the airports.

5. The user interface of claim 1 wherein the first travel criterion is selected from a group that includes airline, departure time, arrival time, location of departure, location of arrival, number of stops, cost, travel restrictions, expected delays, and safety records.

6. The user interface of claim 4 wherein the at least one of the plurality of cells displays a cost of travel.

7. The user interface of claim 1 wherein the indicator is applied to the airports associated with the segments.

8. The user interface of claim 1 wherein at least one of the itinerary and filter regions is represented in a tagged format and the tagged format is either Hypertext Markup Language or eXtensible Markup Language.

9. The user interface of claim 1 wherein at least one of the plurality of cells is associated with a link, the link causing the itinerary region to display only travel itineraries in the one of the first set of categories associated with the cell when a user selects the cell.

10. The user interface of claim 9 wherein the link is either an xlink or a uniform resource location link.

11. The user interface of claim 1 wherein the itinerary region further displays a detail link associated with each itinerary, the detail link being configured to display detailed information about the itinerary associated with the link when the link is selected.

12. An article comprising a machine-readable medium which stores machine-executable instructions for generating a user interface for presenting travel itineraries to a user, the instructions operable to cause a machine to generate a user interface comprising:

an itinerary region for displaying travel itineraries, each travel itinerary having a corresponding value for a first travel criterion, the travel itineraries being grouped into a first set categories based on the value of the first travel criterion; and

a filter region including a plurality of cells and each cell associated with one of the first set of categories of travel itineraries; and

an indicator that is applied to any first segment of an itinerary having a location of arrival for the first segment that is different from a location of departure for the next segment of the itinerary to indicate to the user that the itinerary has a different location of arrival for the first segment from the location of departure for the next segment.

13. The article of claim 12 wherein each travel itinerary has a corresponding value for a second different travel criterion, the travel itineraries being grouped into the first set of categories based also on the value of the second different travel criterion and the cells are arranged in rows and columns, with cells associated with first categories having the same value for the first travel criterion being positioned in the same row and cells associated with first categories having the same value for the second travel criterion being positioned in the same column.

14. The article of claim 12 wherein the filter region further includes a plurality of tabs; and

the user causes the filter region to display the plurality of cells associated with categories based on the first criterion by selecting a tab.

15. The article of claim 12 wherein the indicator is at least one of italic, font size, font type, bold face font, print color, or background color applied to the text representing the airports.

16. The article of claim 12 wherein the first travel criterion is selected from a group that includes airline, departure time, arrival time, location of departure, location of arrival, number of stops, cost, travel restrictions, expected delays, and safety records.

17. The user interface of claim 15 wherein the at least one of the plurality of cells displays a cost of travel.

18. The article of claim 12 wherein the indicator is applied to the airports associated with the segments.

19. The article of claim 16 wherein the tagged format is either Hypertext Markup Language or eXtensible Markup Language.

20. The article of claim 16 wherein at least one of the plurality of cells is associated with a link, the link causing the itinerary region to display only travel itineraries in the one of the first set of categories associated with the cell when a user selects the cell.

21. The article of claim 18 wherein the link is either an xlink or a uniform resource location link.

22. The article of claim 12 wherein the itinerary region further displays a detail link associated with each itinerary, the detail link being configured to display detailed information about the itinerary associated with the link when the link is selected.

23. A user interface comprising:
a first region to display a first segment of an itinerary including a location of departure and a location of arrival for the first segment; and
a second region to display the next segment of the itinerary including a location of departure and a location of arrival for the next segment with the location of arrival for the first segment being different from the location of departure for the next segment and at least one of the first region and the second region is emphasized to indicate to the user that the itinerary has a different location of arrival for the first segment from the location of departure for the next segment.

24. The user interface of claim 23 wherein at least one of the location of arrival for the first segment and the location of departure for the next segment is emphasized by at least one of italics, font size, font type, bold face font, print color, and background color.

25. An article comprising a machine-readable medium which stores machine-executable instructions for generating a user interface for presenting a travel itinerary to a user, the instructions operable to cause a machine to generate a user interface comprising:

a first region to display a first segment of the itinerary including a location of departure and a location of arrival for the first segment; and

a second region to display the next segment of the itinerary including a location of departure and a location of arrival for the next segment; and

an indicator to indicate that the location of arrival for the first segment is different from the location of departure for the next segment.

26. The article of claim 25 wherein the indicator is at least one of italics, font size, font type, bold face font, print color, and background color applied to at least one of the location of arrival for the first segment and the location of departure for the next segment.

Claims 27-30 are canceled.

31. A user interface for presenting an itinerary to a user, the user interface comprising:

a display of a segment of the itinerary including a location of departure and a location of arrival for the first segment or a layover of the itinerary including the duration of the layover; and

an alert associated with the first segment or layover, wherein the alert is emphasized to bring it to the attention of the user.

32. The user interface of claim 31 wherein the alert is emphasized by at least one of italics, font size, font type, bold face font, print color, and background color.

33. The user interface of claim 31 wherein the alert is a positive alert and the alert is emphasized in a way that communicates a positive characteristic.

34. The user interface of claim 31 wherein the alert is a negative alert and the alert is emphasized in way that communicates a negative characteristic.

35. The user interface of claim 34 wherein for a layover, the alert is selected from a group that includes notification of a short duration layover and a long duration layover.

36. The user interface of claim 34 wherein the first segment is a travel segment and the alert is selected from a group that includes notification of a non refundable travel fare, fees for changing the travel segment, overnight travel, and unknown seat availability.

37. An article comprising a machine-readable medium which stores machine-executable instructions for generating a user interface for presenting a travel itinerary to a user, the instructions operable to cause a machine to generate a user interface comprising:

a display of a segment of the itinerary including a location of departure and a location of arrival for the first segment or a layover of the itinerary including the duration of the layover;
and

an alert associated with the first segment or layover, wherein the alert is emphasized to bring it to the attention of the user.

38. The article of claim 37 wherein the alert is emphasized by at least one of italics, font size, font type, bold face font, print color, and background color.

39. The article of claim 37 wherein the alert is a positive alert and the alert is emphasized in a way that communicates a positive characteristic.

40. The article of claim 37 wherein the alert is a negative alert and the alert is emphasized in a way that communicates a negative characteristic.

41. The article of claim 40 wherein, for a layover, the alert is selected from a group that includes notification of a short duration layover and a long duration layover.

42. The article of claim 40 wherein the first segment is a travel segment and the alert is selected from a group that includes notification of a non refundable travel fare, fees for changing the travel segment, overnight travel, and unknown seat availability.

43. The article of claim 25 wherein the indicator is applied to at least one of the location of arrival for the first segment and the location of departure for the next segment to emphasize that the itinerary has a different location of arrival for the first segment from the location of departure for the next segment.

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Page : 25 of 25

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Evidence Appendix

None

Related Proceedings Appendix

None